

## REGIONAL REVIEW: SEPTEMBER 2023

### STOCK NOTES

**Rolling stock cascade:** It is planned that all class 707 units will have transferred to Southeastern by the end of October. SWR 707 workings are being taken over by classes 450 and 458. No doubt as a consequence of this, more Networkers are being stored.

**Class 73:** Locomotives 73138, 73951 and 73952 have been put up for sale by Network Rail. All have been stored for some time. They were used for infrastructure monitoring trains, but GBRf 73/9s or Colas 37s are normally used now. 73138 has been out of use since 2019 and was latterly confined to shunting at the Railway Technical Centre, Derby. The cabs of GBRf 73128 have been repainted yellow. They used to be orange, as is standard for GBRf locomotives.

**Class 458:** Further moves between Bournemouth Depot and Alstom, Widnes, in connection with conversion to 458/4 are 458525 from Bournemouth on 30 August, 458405 received on 5 September and 458423 on 26 September. Units are staged via Wembley Yard, usually departing Widnes the previous day. Unit 458528 ran from Wimbledon to Bournemouth on 11 September, so may be among the next to Widnes.

**Class 465:** All but three of the class 465/2 units are stored at Ely. 465235 is at Doncaster Works, where it appears to be used as a source of spare parts for class 465/9 units being overhauled there. 465241/47 were last reported to be at Worksop. Further moves to Worksop have been:

4 September	465916+466033
7 September	465905+466013
14 September	465933+466001
19 September	465931+466017
21 September	465920+466009

Although some units are being stored, others continue to be overhauled at Doncaster. Recent ones include 465904/07/14/17/23/32.

**Class 701:** Further stock moves have included:

25 August	701011 Eastleigh to Bicester MoD
29 August	701016 Eastleigh to Marchwood
6 September	701029 Eastleigh to Marchwood
7 September	701054 Eastleigh to Bicester MoD
11 September	701506+701511 Worksop to Eastleigh
12 September	701505+701507 Worksop to Eastleigh
15 September	701057 Derby to Eastleigh
21 September	701513 Derby to Eastleigh
26 September	701514 Derby to Eastleigh

**Class 707:** 707018+019 ran from Waterloo to Gillingham on 2 September and 707020+021 on 16 September. Others are expected to follow fortnightly.

### TIMETABLES and DIAGRAMS

**Thanet Parkway:** The only trains to call at Thanet Parkway off-peak are those between St Pancras and Margate. There are some peak trains to Charing Cross and Cannon Street on weekday mornings, with returns from Charing Cross in the evening peak, all via Canterbury West. There are no trains at all between Thanet Parkway and Dover. There was a formal opening ceremony for the station on 8 September, over five weeks after it actually opened to the public.

## INTERESTING WORKINGS

**Class 43 HST:** Marking the end of HSTs on CrossCountry services, a special excursion ran from Leeds to Swanage via Reading on 26 September. Between the main outward and return journeys the train made an afternoon return trip from Swanage to Bournemouth. On the return journey the train ran via Chandlers Ford, Laverstock and Andover. The power cars used were 43007 in original BR blue and yellow livery and 43008 in InterCity Swallow livery. 43008 carried a Pines Express headboard, in the traditional steam locomotive design.

**Class 201:** On 3 September unit 1001 worked an excursion from Hastings to Cambridge and Ely via Orpington, Crystal Palace, Kensington, Camden Road and Hatfield. The train was due to return via Bishops Stortford, but had to divert via Hitchin, because of a signalling problem. It was again a seven-coach formation with three motor coaches: 60116, 60119, 60529, 70262, 69337, 60528, 60118.

**Class 377:** On 25 August the 08:11 Sutton to Victoria was formed of units 377106 and 377708. It is most unusual for four- and five-coach units to work together.

**Excursions:** A trip from Woking to Shrewsbury via Salisbury and Westbury on 31 August was topped and tailed by 47805 and 47593. On 23 September a railtour from East Midlands Parkway to the Bluebell Railway was hauled from Willesden to Sheffield Park and back by 73109+73212. The outward working was via Kensington, Balham and Crystal Palace. The return was via Crystal Palace, Herne Hill, Longhedge Junction, Richmond, Kingston, Tooting, Herne Hill (again) and Kensington.

## RAIL BUSINESS

**Govia Thameslink Railway:** Angie Doll has been appointed as Chief Executive Officer of Govia Thameslink Railway, with effect from November, replacing Patrick Verwer who moves to Go Ahead Group. Ms Doll joined the railway in 1999 as station manager at Brighton.

## INDUSTRIAL ACTION

The strike by RMT staff on 26 August resulted in the following reduced service, starting later than usual and finishing early evening:

**Southeastern** ran no trains from London Bridge, because of engineering work at New Cross. The following ran half-hourly unless shown otherwise:

- Victoria and all stations to Bromley South via Herne Hill
- Victoria, Lewisham and all stations to Dartford via Abbey Wood except Woolwich Dockyard
- Victoria, Lewisham and all stations to Dartford via Bexleyheath
- Victoria, Lewisham and all stations to Dartford via Sidcup
- Victoria, Lewisham and all stations to Sevenoaks
- Grove Park, Sundridge Park and Bromley North
- St Pancras, Stratford International and Ebbsfleet International
- St Pancras, Stratford International, Ebbsfleet International and Ashford International, alternate trains continuing to Canterbury West and Ramsgate

**Thameslink** services, half-hourly from London Bridge and hourly otherwise, were:

- London Bridge, Norwood Junction, East Croydon, Purley, Redhill and all stations to Gatwick Airport
- London Bridge, East Croydon, Coulsdon South and all stations to Gatwick Airport except Earlswood and Salfords
- London Bridge, East Croydon, Gatwick Airport and all stations to Brighton

- Blackfriars and all stations to Sevenoaks via Catford and Swanley
- Plumstead (because of engineering work) and usual stops to Rainham

**Southern** services, half-hourly unless shown otherwise, were:

- London Bridge, East Croydon and all stations to Tattenham Corner
- Purley and all stations to Caterham
- Victoria and all stations to Epsom Downs via Selhurst
- Victoria and all stations to West Croydon via Crystal Palace except Wandsworth Common
- Victoria, Clapham Junction, Balham and all stations to Sutton via Mitcham Junction
- Victoria, Clapham Junction, Selhurst, East Croydon, Sanderstead and all stations to East Grinstead
- Oxted and Uckfield (hourly, but most were cancelled)
- Victoria, Clapham Junction, East Croydon and Gatwick Airport
- Victoria, Clapham Junction, East Croydon, Gatwick Airport, Haywards Heath and Brighton
- Redhill and Reigate (the only Southern trains at Redhill)
- Three Bridges and all stations to Barnham via Horsham (so Faygate had a much more frequent service than usual)
- Brighton and all stations to Seaford (Southeast hourly, as usual)
- Brighton, Falmer and all stations to Eastbourne
- Brighton and Hove
- Brighton and all stations to Barnham via Littlehampton

**South Western Railway** services were:

- Waterloo and all stations to Feltham via Hounslow except Queenstown Road, half-hourly
- Waterloo and all stations to Feltham via Richmond except Queenstown Road, half-hourly with alternate trains extended to Ascot
- Waterloo, Clapham Junction, Wimbledon, Surbiton and all stations to Woking, quarter-hourly
- Waterloo, Clapham Junction, Surbiton, Woking and all stations to Basingstoke, half-hourly
- Waterloo, Clapham Junction, Woking, Basingstoke, Winchester, Eastleigh, Southampton Airport Parkway, Southampton Central, half-hourly
- Woking, Worplesdon and Guildford, hourly
- Basingstoke and all stations to Salisbury, hourly
- Ryde Pier Head and Shanklin, normal service

There were additional trains between Waterloo and Twickenham, calling only at Clapham Junction and Richmond, in connection with an England v Fiji rugby game at Twickenham. Some of these extended to and from Feltham with the last arrival at Waterloo at 20:30, over two hours after other services.

**CrossCountry** operated its usual strike service of trains every two hours between Southampton Central and Manchester Piccadilly. **Great Western** ran hourly from Reading to Basingstoke and every two hours to Redhill. **London Overground** ran a full service.

The ASLEF strike on 1 September resulted in **Southeastern**, **Thameslink** and **CrossCountry** running no trains. The only **Southern** service was non-stop, half-hourly between Victoria and Gatwick Airport. **South Western Railway** operated half-hourly:

- Waterloo and all stations to Twickenham via Richmond except Queenstown Road
- Waterloo, Clapham Junction, Wimbledon, Surbiton and all stations to Woking
- Waterloo, Clapham Junction, Surbiton, Woking and all stations to Basingstoke
- Woking, Worplesdon and Guildford

**Great Western** ran hourly between Reading and Basingstoke, but had a very limited service to Redhill. **London Overground** ran a full service.

The service on 2 September, when there was another RMT strike, was similar to that on 26 August, except that trains ran between London Bridge and Dartford via Greenwich. Work at New Cross resulted in all other Southeastern suburban services again running to and from Victoria. With resignalling work complete, the Windsor line service ran half-hourly, with trains calling at all stations except Queenstown Road, thus:

- Waterloo to Windsor via Hounslow
- Waterloo to Ascot via Richmond
- Windsor to Waterloo via Richmond
- Ascot to Waterloo via Hounslow

ASLEF has called further strikes for 30 September and 4 October, when a similar service to that on 1 September is expected to run. South Western Railway will not be running to Twickenham on 30 September, but there will be half-hourly trains to Feltham and an hourly shuttle between Basingstoke and Salisbury on 4 October. There is an ASLEF overtime ban on 29 September and from 2 to 6 October.

## PERFORMANCE and INCIDENTS

Figures show the percentage of trains arriving within 59 seconds of scheduled time, at all monitored stations. The ranking of the companies within the 24 passenger train operators is shown. Eurostar is not included, but open access operators are. MAA = moving annual average.

	23 July to 19 August	MAA to 19 August
All TOCs	70.5%	67.8%
SWR	73.4% (8 <sup>th</sup> )	68.0% (11 <sup>th</sup> )
GTR	73.0% (9 <sup>th</sup> )	68.3% (10 <sup>th</sup> )
SE	71.9% (11 <sup>th</sup> )	65.8% (12 <sup>th</sup> )

**Tuesday 22 August:** Steam locomotive 70000 *Britannia* failed between Chilworth and Gomshall at 21:00 while working an evening excursion from Victoria. The diesel locomotive on the rear hauled the train back to Victoria at reduced speed arriving there at 02:39. Trains between Guildford and Reigate were cancelled for the rest of the evening, save for the 23:33 Reading to Gatwick Airport, which was delayed by half an hour.

**Wednesday 23 August:** The 05:58 Three Bridges to Southampton was delayed by an hour at Littlehaven, because of an obstruction on the line, so terminated at Chichester. The 07:46 Sutton to St Albans terminated at Blackfriars, because of a problem with the doors. Following trains were delayed until the failure retired to Smithfield Sidings shortly before 09:00. A Hayes & Harlington to Hither Green freight, hauled by 66065, failed at Longhedge Junction about 13:15 and was unable to proceed for three hours. London Overground services were cancelled or diverted to Battersea Park. The 14:07 London Bridge to Uckfield was diverted to East Grinstead, because of a points failure at Hurst Green. The 13:33 from Uckfield was delayed by an hour and terminated at East Croydon. Returning from there quarter of an hour late as the curtailed 15:07 from London Bridge, it terminated at Crowborough in order to return on schedule. This resulted in a three hour gap in the service from Uckfield. The 16:28 Southampton to Brighton was involved in a fatality at Southbourne, resulting in the line between Chichester and Havant being closed until 20:00.

**Thursday 24 August:** An aggregate train from Bardon Hill to Crawley New Yard, hauled by 66773, failed between Herne Hill and Tulse Hill shortly after 06:00. An assisting locomotive came from Acton Yard and the train was on its way at 10:00. Meantime Thameslink services via Sutton were cancelled. The 07:42 from Guildford, units 5727+5866, failed at Epsom and terminated there. A points failure at Faversham caused delays to late evening services. The 20:52 from Ramsgate was delayed by ¾ hour at Whitstable and was almost 1½ hours late from Faversham. A damaged conductor

rail on the Quarry line required late evening trains to be diverted via Redhill. As a result of that Southern services to Reigate after the 20:38 from Victoria were cancelled.

**Friday 25 August:** There were no trains west from Chichester until 06:56, because of a points failure. Services were suspended between Chichester and Havant for about an hour during the afternoon, following the discovery of a wartime bomb near to the line between Emsworth and Warblington. A points failure put platforms 7 to 15 at Waterloo out of use for most of the afternoon.

**Sunday 27 August:** Over-running engineering work meant that trains were unable to use the slow lines through Gatwick Airport until 09:00, so were unable to call at Earlswood and Salfords. The 10:44 from Ryde Pier Head was cancelled, because of a problem with the doors on unit 484003. Subsequent workings on this diagram were also cancelled, until the unit was returned to service as 13:17 St Johns Road to Shanklin.

**Monday 28 August:** A points failure at Stoats Nest Junction (Coulsdon) caused down fast trains to be diverted via Redhill during the middle of the day. The 19:34 Victoria to Dartford failed at Charlton and terminated there.

**Wednesday 30 August:** There were no trains from Bognor until 07:15, because overnight engineering work over-ran by two hours. The 13:26 Brighton to Ore was involved in a fatality near Polegate, resulting in the line being closed for four hours. The 15:43 Victoria to Orpington terminated at Brixton, because of a brake fault.

**Thursday 31 August:** A points failure at Tulse Hill prevented trains running to West Norwood, so the first three trains to Beckenham Junction were cancelled. A points failure at Motspur Park prevented trains running to Chessington during the evening peak. Evening trains were delayed by up to half an hour, because of a track circuit failure at Eynsford.

**Monday 4 Sept:** A signalling fault at Oxted caused numerous cancellations and delays throughout the day. Morning trains on the Uckfield line turned back at Crowborough, in order to pick up their return schedule, but afternoon services were cancelled. A few trains operated from East Grinstead during the morning and an hourly service from the afternoon onwards. Disruption continued through Tuesday morning. A signalling fault prevented trains running to and from Charing Cross for about an hour from midday. Services terminated at London Bridge or were diverted to Cannon Street. The 16:53 from Seaford terminated at Newhaven Town, because of a track defect and there were no further trains on the branch until the 19:06 from Brighton. The 16:46 Victoria to Sutton terminated at Streatham Common, because of a brake fault, blocking the line for almost two hours. Most following local trains were cancelled or diverted via Crystal Palace, but a few ran via the fast line from Balham to Selhurst calling at all stations.

**Tuesday 5 September:** The line was closed for the rest of the evening after the 20:29 Bognor Regis to Victoria was involved in a fatality between Arundel and Amberley. Trains were cancelled, delayed or diverted via Hove.

**Wednesday 6 September:** A track circuit failure resulted in London Overground services via Denmark Hill being diverted to Battersea Park, instead of Clapham Junction, during the afternoon. A problem with the brand new signalling on the Windsor branch caused evening peak services to terminate at Staines.

**Thursday 7 September:** A crack in a crossover at South Croydon resulted in a 5 mph speed restriction being imposed on the down slow line from late morning. Trains booked via the down slow are mainly those to Caterham and the Oxted line. In order to avoid the speed restriction they were diverted to the slow reversible line, but the speed limit through the junction from the reversible line is 20 mph, rather than 40 mph off the slow line. The 11:30 Brighton to Southampton terminated at Cosham with a brake fault. There was a shoegear fire on unit 395004 as it arrived at Margate platform 4 with the 13:37 from St Pancras. The fire was quickly extinguished, but the platform canopy was found to be on fire as well, probably caused by arcing or blowing embers on a very hot day. That had been extinguished by the time the fire brigade arrived, but they remained to dampen down the area. Current was isolated and all trains stopped while this was happening. All lines re-opened about 16:40, except platform 4 was not back in use until 19:30. There were numerous cancellations and delays as a result of this.

**Friday 8 September:** There were no trains through Aldershot until after 07:00 and numerous cancellations until 11:00, because of a track circuit problem following overnight engineering work. A points failure at Ore meant that trains were unable to turn back there until after 08:00, so services terminated and started at Hastings. A points failure at Preston Park about 09:30 caused delays and cancellations for the rest of the morning. The 16:05 Waterloo to Weymouth failed at Bournemouth, blocking the down platform for two hours. All trains had to use the up platform, with resulting delays. Evening services were disrupted, because a person decided to walk across London Road viaduct, Brighton.

**Saturday 9 September:** A signalling failure put the slow and reversible lines out of use between North Kent East Junction and New Cross for about two hours during the middle of the day. Trains between Gravesend and Cannon Street were diverted via Greenwich and others ran via the fast lines, so could not stop at New Cross or St Johns.

**Monday 11 September:** Over-running engineering work between Motspur Park and Worcester Park, together with a signal failure on the Chessington branch, caused severe disruption. Guildford trains were diverted via Cobham and others were cancelled. The first train from Chessington was the 08:04 and the first from Waterloo to Dorking was the 07.54.

**Tuesday 12 September:** There was another difficult morning on the Chessington branch. A points failure meant that there were no trains until the 08:47 from Waterloo. A level crossing failure at Egham caused extensive delays and numerous cancellations during the afternoon. The 12:26 Three Bridges to Bedford suffered a brake fault shortly after departing. The train eventually returned to Three Bridges and retired to the depot. A signal failure at Three Bridges put the down slow line out of use from early afternoon. Reversible signalling allowed trains towards Horsham to use the up slow or up loop through the station, but Thameslink services that terminate and start at Three Bridges had to be cut back to Gatwick Airport.

**Wednesday 13 September:** The 06:15 Gillingham to Victoria failed at Chatham and terminated there. A points failure on the up lines at New Malden caused the 06:00 Kingston loop service to be delayed by two hours. There were no trains between New Malden and Kingston until the problem was cleared, with Shepperton trains diverted via Richmond and loop services terminating and starting at Kingston. A track defect on the up line between London Road and Clandon resulted in trains being cancelled or diverted via Woking later in the morning. The 12:50 from Eastbourne terminated at Rye because of a signalling problem and trains were cancelled or delayed for the rest of the afternoon. Unit 450008 derailed within Fratton Depot during the evening, damaging a set of points that had to be replaced. Four sidings were put out of use, requiring some trains to be berthed elsewhere until repairs were completed a week later.

**Thursday 14 September:** A defect on units 5737+5859 immobilised them at Chessington South resulted in 13:34 to Waterloo being cancelled. Subsequent trains were diverted to Epsom or Hampton Court, or were cancelled. Normal service resumed with the 15:17 from Waterloo.

**Friday 15 September:** A points failure at Arundel Junction about 10:00 prevented trains running to and from Arundel, causing cancellations and delays into the afternoon. A track circuit failure at Gillingham resulted in severe delays and numerous cancellations from late afternoon until close of service.

**Saturday 16 September:** The first three round trips on the Lymington branch were cancelled, because of a fault on the train. A track circuit failure at Tulse Hill resulted in London Bridge trains being diverted to Victoria or cancelled for about two hours from 10:00. The 19:20 Ramsgate to St Pancras was delayed by over two hours, after hitting an obstruction near Whitstable, and terminated at Faversham. The 20:20 Ramsgate to St Pancras was diverted via Ashford and the 20:52 Ramsgate to Victoria was diverted via Dover and Canterbury East. Other trains were severely delayed or cancelled.

**Monday 18 September:** A points failure at Poole obliged all trains to run via the up platform until early afternoon, resulting in delays. While running empty to Shepperton to work the first train of the day, units 5865+5913 hit a large tree at Kempton Park. Trains were cancelled or terminated at Fulwell, with the first to Shepperton being the 11:42 from Waterloo. A tree fell onto the line at Hampden Park later in the morning. There were no trains to or from Littlehampton for almost two hours from midday, because of a points failure.

**Tuesday 19 September:** The first two round trips on the Lymington branch were cancelled, because of a signalling problem. The line was blocked for about three hours after the 16:34 from Gravesend was involved in a fatality at Erith. Trains were diverted via Bexleyheath.

**Wednesday 20 September:** An empty train from St Leonards West Marina to Hastings failed at Warrior Square about 05:30, blocking the line for almost an hour, causing cancellations and delays until 08:00. A tree fell onto the fast lines at Wandsworth Common and was hit by the 10:22 Ore to Victoria and the 12:16 Victoria to Littlehampton. The Ore train was able to continue to Victoria after a short delay and the Littlehampton train terminated at Balham. The fast lines were closed until 14:15, while debris was cleared from the tracks. The 19:00 from Brighton was delayed for over an hour after hitting a shopping trolley between Hilsea and Fratton. The service was disrupted until 23:00.

**Thursday 21 September:** A signal failure between New Milton and Hinton Admiral caused delays and cancellations until the middle of the afternoon. A points failure at Woking put the down fast line out of use to Brookwood for most of the morning, resulting in delays of up to half an hour.

**Friday 22 September:** The traction power supply failed on the up line at Farningham Road at 07:30, so trains were diverted via Dartford until early afternoon. The Sheerness branch service was suspended in order to release drivers who knew the route via Dartford. The 09:20 Waterloo to Woking became gapped outside Waterloo station, blocking platforms 1 to 3 and trapping the trains in them. Another train was coupled on front and assisted the 09:20 to Clapham Junction, where it terminated about 11:20. A signalling problem at Norwood Junction resulted in trains to West Croydon

being cancelled or diverted to Crystal Palace for three hours from 10:00. A signalling failure at New Eltham resulted in a very limited service during the afternoon, with most trains diverted via Bexleyheath. The 16:45 Waterloo to Portsmouth & Southsea and 16:24 Portsmouth & Southsea to Waterloo were diverted via Cobham, because of a points failure at Woking. A number of other trains were delayed or cancelled.

**Sunday 24 September:** The 19:42 from East Grinstead, units 377132+160, failed between Upper Warlingham and Riddlesdown. The 20:12 from East Grinstead terminated at Oxted, and ran empty to Upper Warlingham ready to assist. However, the 19:42 was able to continue unaided after a delay of about two hours.

**Monday 25 September:** A signalling failure at Victoria severely disrupted Southeastern services during the morning peak. Trains were badly delayed or cancelled, with some diverted to Blackfriars. Signalling problems between St Margarets and Twickenham also disrupted the morning peak. Some trains were diverted via Hounslow and the trains from Shepperton via Twickenham ran via Kingston. The 16:11 from Shepperton, units 5910+5916, terminated at Teddington, because of a brake problem. A signal failure at Lewisham during the evening peak resulted in all trains from Hayes or Hither Green running via Parks Bridge Junction.

## AROUND THE REGION

**Cycle Hubs:** Southeastern has introduced cycle hubs at Birchington-on-Sea, Dover Priory, Folkestone Central, Marden, Walmer and Westgate-on-Sea. Each has secure storage with CCTV supervision, a cycle pump and charging points for electric bikes. Users pay a modest fee for three, six or twelve months use of the facility and are issued with a key fob to gain access. Southern is to install a cycle hub at Coulsdon South and a repair point is being added to the one at Denmark Hill.

**Battle:** The Railway Heritage Trust has awarded a grant of £48,783 towards renovation of the station master's flat and the toilets at Battle station. The project is being taken forward by Network Rail and the Southeast Community Rail Partnership.

**New Cross:** Points and crossings at New Cross were replaced during weekends from 12 August to 3 September, with trains diverted to Victoria and Blackfriars.

**Victoria Area Resignalling:** New signalling, controlled from Three Bridges ROC, is to be commissioned in the Peckham Rye, Tulse Hill and Crystal Palace area in February 2024. There will be some changes to line speeds, to allow for current signal sighting standards. For the benefit of freight traffic, the new signalling will allow trains up to 400m long, rather than 300-350m as at present. Lines from Stewarts Lane to Herne Hill and Nunhead will be controlled from Three Bridges ROC from January 2025. That will leave just Crofton Park and West Dulwich to Longfield, Kemsing and Bat & Ball controlled from Victoria Area Signalling Centre, with eventual transfer to East Kent Signalling Centre anticipated.

**Balham:** Two new accessible toilets are being provided at the station.

**Purley:** An additional waiting shelter is being installed on platform 3. This is on the up slow line, where passengers wait for fast trains to London.

**Feltham Area Resignalling:** The last passenger train to be signalled from Feltham signal box was the 20:00 Feltham to Waterloo on 26 August. The very last were engineer's trains which arrived at Kew Bridge from Hoo Junction at 22:53 and at Egham from Eastleigh at 23:03. New signalling controlled from Basingstoke Rail Operating Centre came into use between Chiswick, Whitton, Windsor and Egham at 03.25 on 2 September. All signals have been replaced by LED ones and there are axle counters in place of track circuits. Flashing yellow aspects are now displayed on the approach to Old Kew Junction from the Hounslow direction when the route is set to Kew East. Workstations within Basingstoke ROC are now:

- West of England (Tisbury to Whimple)
- Dorset Coast (Parkstone to Moreton)
- Strawberry Hill (Richmond to Whitton, Shepperton and Norbiton)
- Staines (Chiswick to Windsor and Egham)

- Ascot (Egham to Chertsey, Frimley and Bracknell)
- Level crossings

While the resignalling work was under way trains ran between Reading and Weybridge via reversal at Virginia Water. Freight, particularly Eastleigh – Hoo Junction and Southampton – Mountfield, was diverted via Reading and Willesden.

**Surbiton:** Ten mosaics have been installed on the footbridge at Surbiton station, as part of the Surbiton Art Trail. The designs are inspired by William Blake’s Songs of Innocence and Experience.

**Wokingham:** Resignalling the Wokingham area is to include relaying the junction with modern components that meet current engineering standards. The line will be closed for this work between 10 and 16 February 2024.

**Portsmouth Direct Line:** There is a further closure between Shalford Junction and Petersfield, for resignalling work, from 21 to 29 October, with the possession extended to Havant on 29<sup>th</sup>.

**South Western Railway Customer and Communities Fund** provides grants to community organisations in the area served by SWR. Grants for 58 schemes were announced recently, with recipients ranging from Vauxhall City Farm to the Samaritans. Many grants are to local councils and organisations that support disadvantaged people. Projects involving work at stations include:

- Kew Bridge: Additional cycle parking (London Borough of Hounslow)
- Richmond: A safe space at the station on Friday and Saturday nights (BT Police)
- Hinchley Wood: Cycle Parking (Hinchley Wood Residents Association)
- Bookham: A bench for passengers waiting for the bus service or a taxi (Bookham Residents Association)
- Bitterne: Refurbish station building to provide community facilities (Hampshire Community Rail Partnership)
- Smallbrook Junction: Improved station facilities (Isle of Wight Steam Railway)
- Pokesdown: Developing designs for station improvements (Bournemouth, Christchurch & Poole Council)
- Salisbury: Designing the re-opening of the northern entrance to the station (Wiltshire Council)

There are a number of other projects that encourage walking and cycling to stations.

**CREDITS:** Colin Duff, John Goodrich, Stuart Hicks, Rick Squirrel